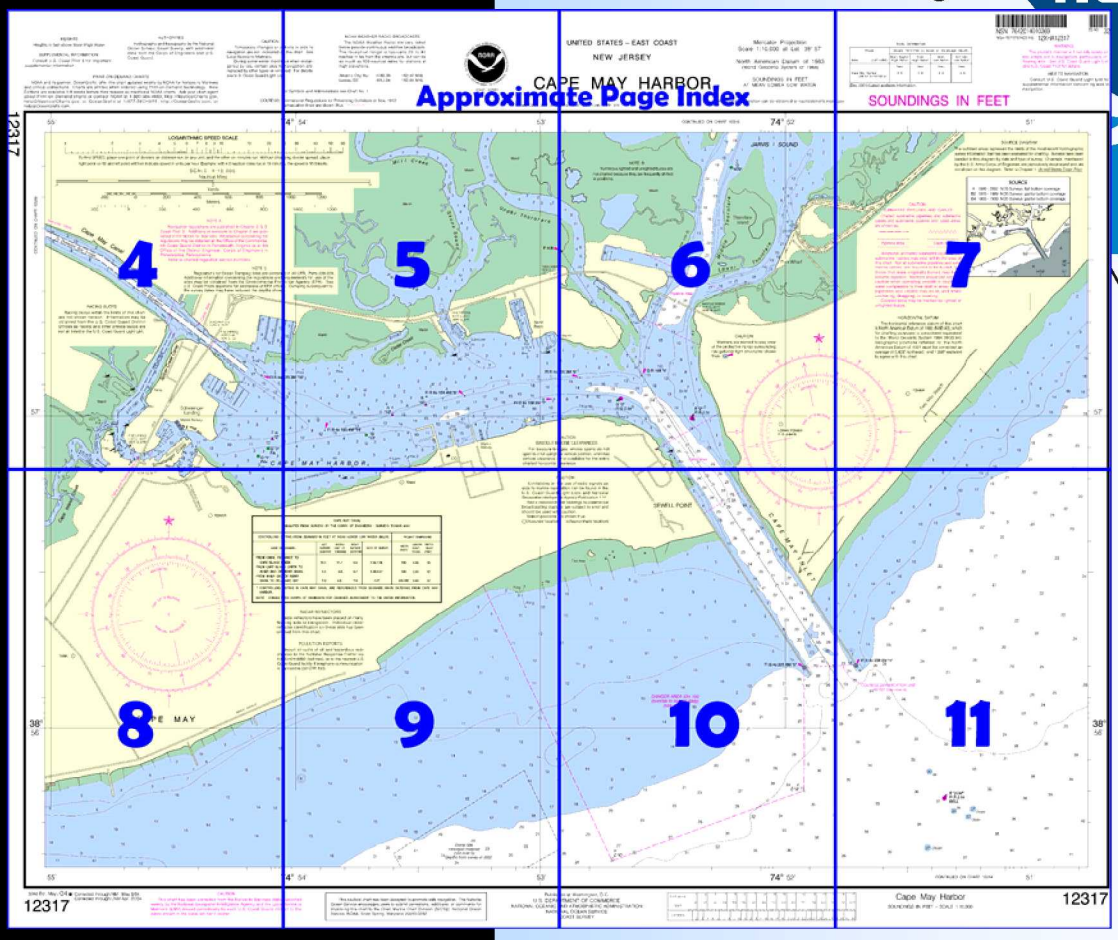
BookletChart™

Cape May Harbor

(NOAA Chart 12317)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



OCEANIC AND ATMOSPHERIC ADMINISTRATION
NOAA
NT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

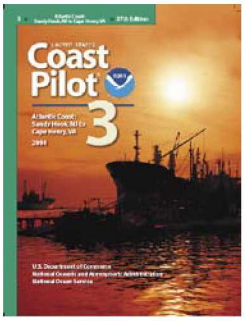
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 4 excerpts]
(71) **Cape May Inlet** (38°56.2'N., 74°51.8'W.), 34 miles southwest of Absecon Inlet, is protected by jetties whose lights are inshore of the submerged ends. A fog signal is at the west jetty light. A **327°** lighted range marks the channel between the jetties. Buoys mark the channel inside the harbor. At night the lights on the towers on the east side of the inlet are visible from well offshore.
(72) The **danger area** of a Coast Guard rifle range extends from **Sewell Point** westward from Cape May Inlet.
(73) Pilotage is compulsory for all foreign vessels of 100 gross tons or more and all U.S. vessels under register engaged in foreign trade or commerce of 100 gross tons or more. Pilotage is optional for all U.S. Government vessels and for all U.S. vessels under enrollment in a coastwise trade if they have on board a pilot licensed by the Federal Government to operate in these waters. Pilotage service is available from the Pilots' Association for Bay and River Delaware on a limited 24-hour basis. Arrangements for pilotage can be made through ships' agents or directly. A 24-hour advance notice is requested with updated 6-hour ETA. Pilots will board just southwestward of Lighted Bell Buoy 2CM off Cape May Inlet.
(74) **Cape May Harbor** is used by fishing fleets, pleasure craft, and the Coast Guard. The fishing vessels operate from wharves below and above the bridge at the northeast end of the harbor and from wharves in **Schellenger Creek,** at the west end of the harbor. Pleasure-craft facilities are on the north and west sides of the harbor. **Cape May Coast Guard Training Center** and its attendant facilities are on the south side of the harbor.
(75) The resort town of **Cape May** fronts the ocean 2 miles west of Cape May Inlet. In July-October 2002, the midchannel controlling depth was 11.7 feet through Cape May Inlet to the inner end of the jetties; thence in May 2002, 10.5 feet (13.7 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor; thence in April-August 2000, 4.1 feet (6.6 feet at midchannel) to Schellenger Landing at the mouth of Schellenger Creek; then in 1994, a reported depth of 9 feet through Schellenger Creek; then in 1999, 10 feet reported at midchannel proceeding northward through Spicer Creek Canal, which connects with the Cape May Canal. Traffic through Schellenger Creek is restricted by the 38-foot-wide fixed span highway bridge with a clearance of 4 feet that remains in the closed position. The controlling depth is about 13 feet to the fish wharves above the bridge at the northeast end of the harbor.
(76) The mean range of tide is 4.4 feet in Cape May Harbor. The current velocity is about 2 knots in Cape May Inlet.
Quarantine, customs, immigration, and agricultural quarantine
(77) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)
(78) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service.
(79) Most of the fishing and small-craft facilities are along the northern and western sides of Cape May Harbor, and in Schellenger Creek.
(80) The Coast Guard piers on the inner side of Sewell Point are the largest in the harbor and have depths of 15 feet to 10 feet alongside.
(81) The waterway to **Jarvis Sound,** at the northeast end of Cape May Harbor, and through Cape May Canal at the west end, is described with the New Jersey Intracoastal Waterway, chapter 5.

Table of Selected Chart Notes

Corrected through NM May 8/04
Corrected through LNM Apr. 27/04

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HEIGHTS

Heights in feet above Mean High Water.

NOTE B

Numerous lighted and unlighted buoys are not charted because they are frequently shifted in positions.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Atlantic City, NJ	KHB-38	162.40 MHz
Lewes, DE	WXJ-94	162.55 MHz

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.403" northward and 1.380" eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Cape May Harbor (38°57'N/74°53'W)	4.9	4.6	0.2	-3.0

(Dec 2001) Latest available information.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAPE MAY CANAL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FROM CANAL ENTRANCE TO CAPE ISLAND CREEK	10.6	10.5	10.0	1-09	100	0.35	12
FROM CAPE ISLAND CREEK TO INNER END OF FERRY BASIN	7.0	6.3	6.0	1-09;7-09	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	11.4	11.8	12.0	7-09	100-150	0.44	12

* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

12317

HEIGHTS

Heights in feet above Mean High Water

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

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CAUTION

Temporary changes o' defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

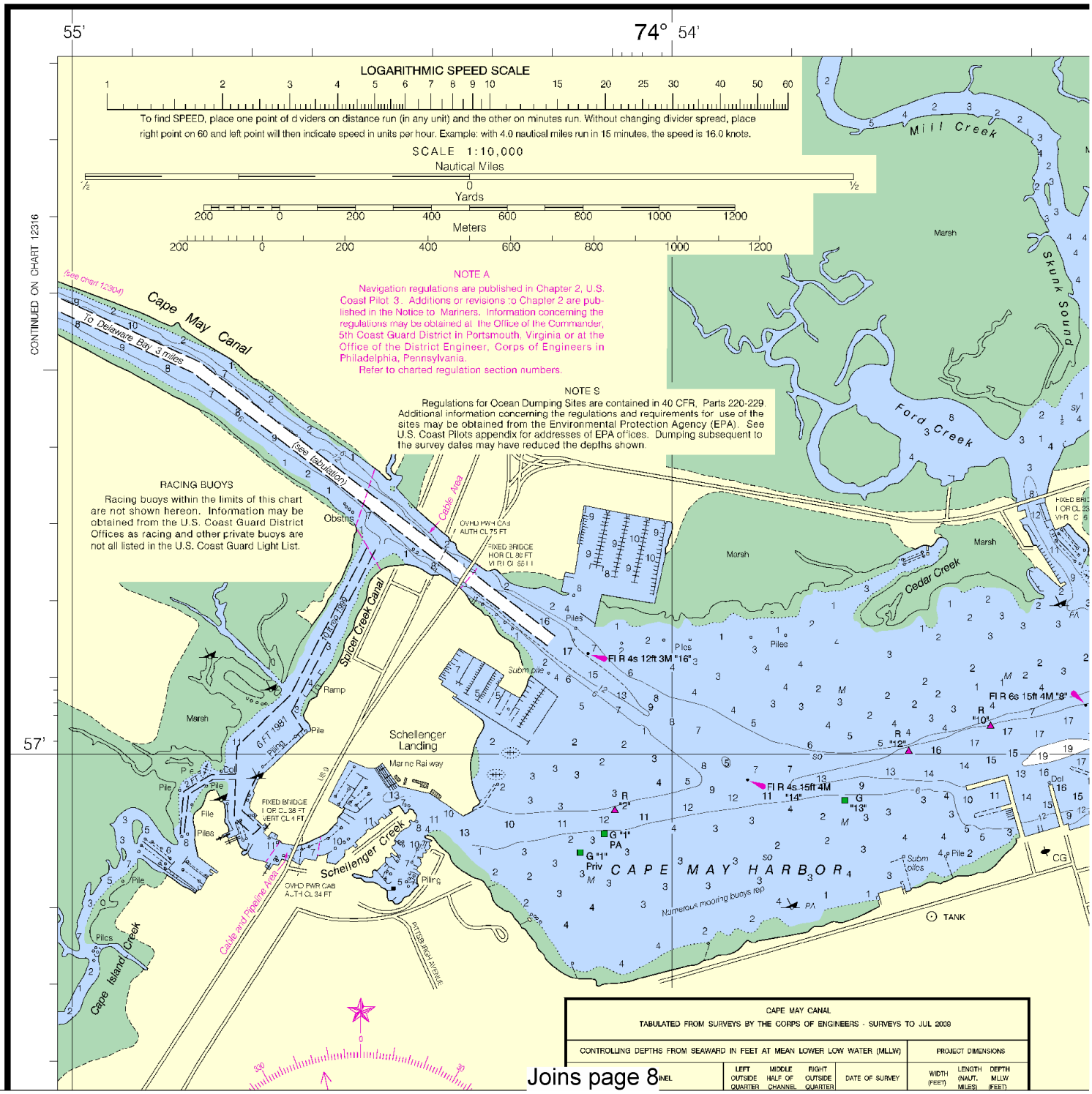
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical m les from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Atlantic City, NJ	KHB-38	162.40 MHz
Lewes, DE	WXJ-94	162.55 MHz

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –



CAPE MAY CANAL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2009							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)

Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

UNITED STATES – EAST COAST

NEW JERSEY

CAPE MAY HARBOR

Formerly C&GS 234, 1st Ed., Feb. 1931 G-1931-348 KAPP 679

Mercator Projection
Scale 1:10,000 at Lat. 38° 57'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMAT

Place Name (LAT/LONG)	Height referred Mean Higher High Water	Me High
	feet	fe
Cape May Harbor (38°57'N/74°58'W)	4.9	4.

(Dec 2001) Latest available information.

SOUNDI

53' CONTINUED ON CHART 12316 74° 52'

JARVIS SOUND

NOTE B
Numerous lighted and unlighted buoys are not charted because they are frequently shifted in positions.

Marsh

Upper Thorofare

Middle Thorofare

Lower Thorofare

Thorofare Island

Fish Wharf

F 40ft

FIXED BRIDGE
OPN CL 23 FT
VERT CL 8 FT

Pipeline Area

BASCULE BRIDGE
HOR CL 50 FT
VERT CL 23 FT

Yacht Basin

Subm pile

Fl R 4s 15ft 3M "6"

Q R 16ft "4"

Fl G 4s 15ft 3M "7"

G "3" Fl G 2.5s

R "2" Fl R 2.5s

Cable Area

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spars do not open to a full upright or vertical position, unlimited vertica clearance is not available for the entire charted horizontal clearance.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Marine Railway

SEWELL POINT

CAPE MAY

LORAN TOWER
Fl R Lt 641ft

MAGNETIC

VAR 12°15'W(2004)

ANNUAL INCREASE 2'

CAUTI
SUBMARINE PIPELIN
Charted submarine pi
cables and submarine pi
are shown as:
Pipeline Area
Additional uncha
submarine cables
this chart. Not all s
marine cables are
those that were o
become exposed. I
caution when operating
water comparable to the
pipelines and cables
anchor ng, dragging, o
Covered wells may b
unlighted buoys.

HORIZONTA
The horizontal referer
is North American Datum
for charting purposes is
to the World Geodetic S
Geographic positions r
American Datum of 192
average of 0.403" northwa
to agree with this chart.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

National
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CAUTION

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For Symbols and Abbreviations see Chart No. 1

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Demarcation lines are shown thus: ————

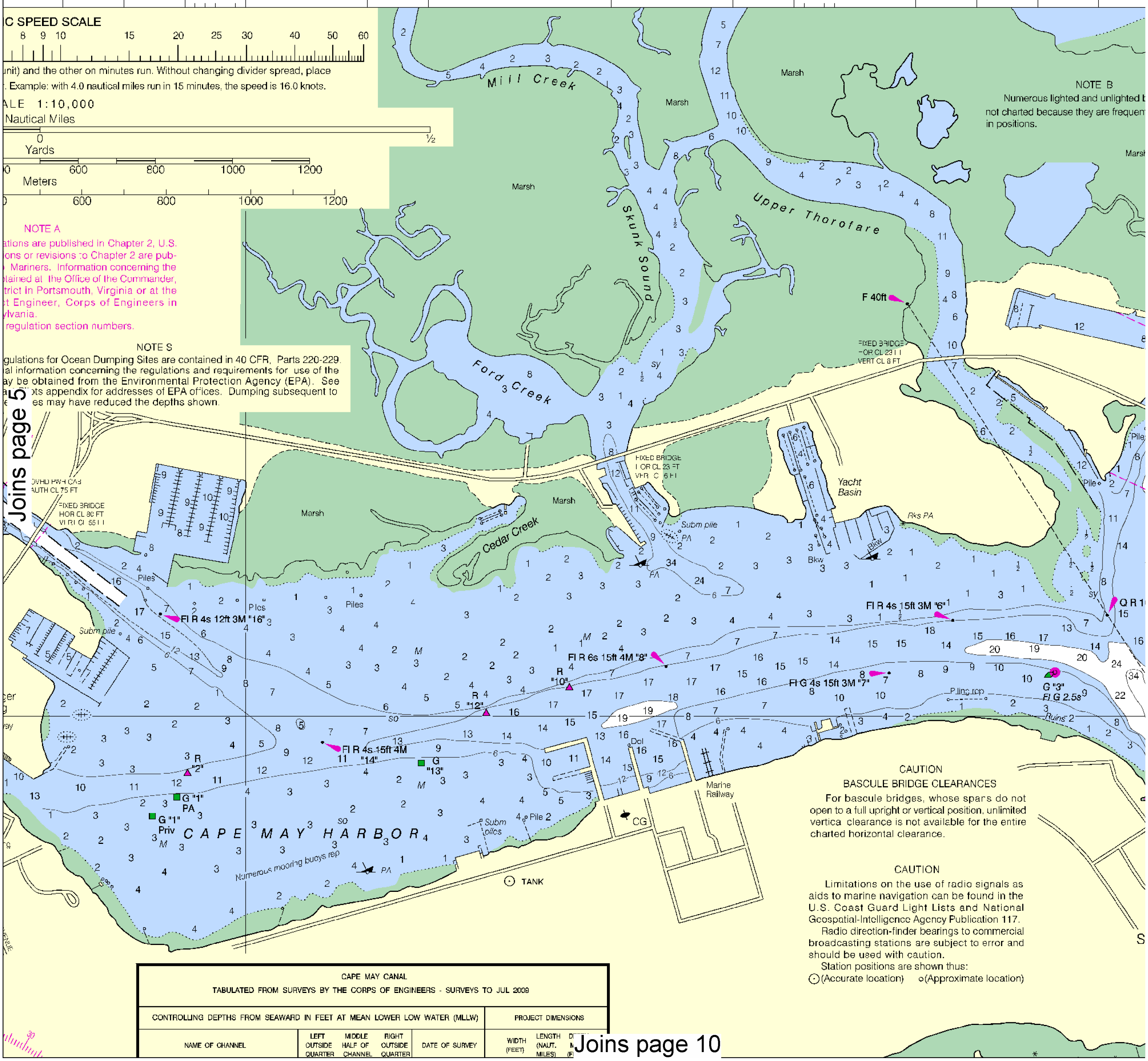
COAST SURVEY

UNITED STATES – EAST C

NEW JERSEY

CAPE MAY HA

Formerly C&GS 234, 1st Ed., Feb. 1931 G-1931-348 KAPP 679



Printed at reduced scale. SCALE 1:10,000 See Note on page 5.

Nautical Miles
Yards
200 0 200 400 600 800 1000 1200

North

NSN 7642014010369
NGA REFERENCE NO. 12XHA12317
ED. NO. 32

COAST

ARBOR

Mercator Projection
Scale 1:10,000 at Lat. 38° 57'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Cape May Harbor (38°57'N/74°53'W)	4.9	4.6	0.2	-3.0

(Dec 2001) Latest available information.

WARNING

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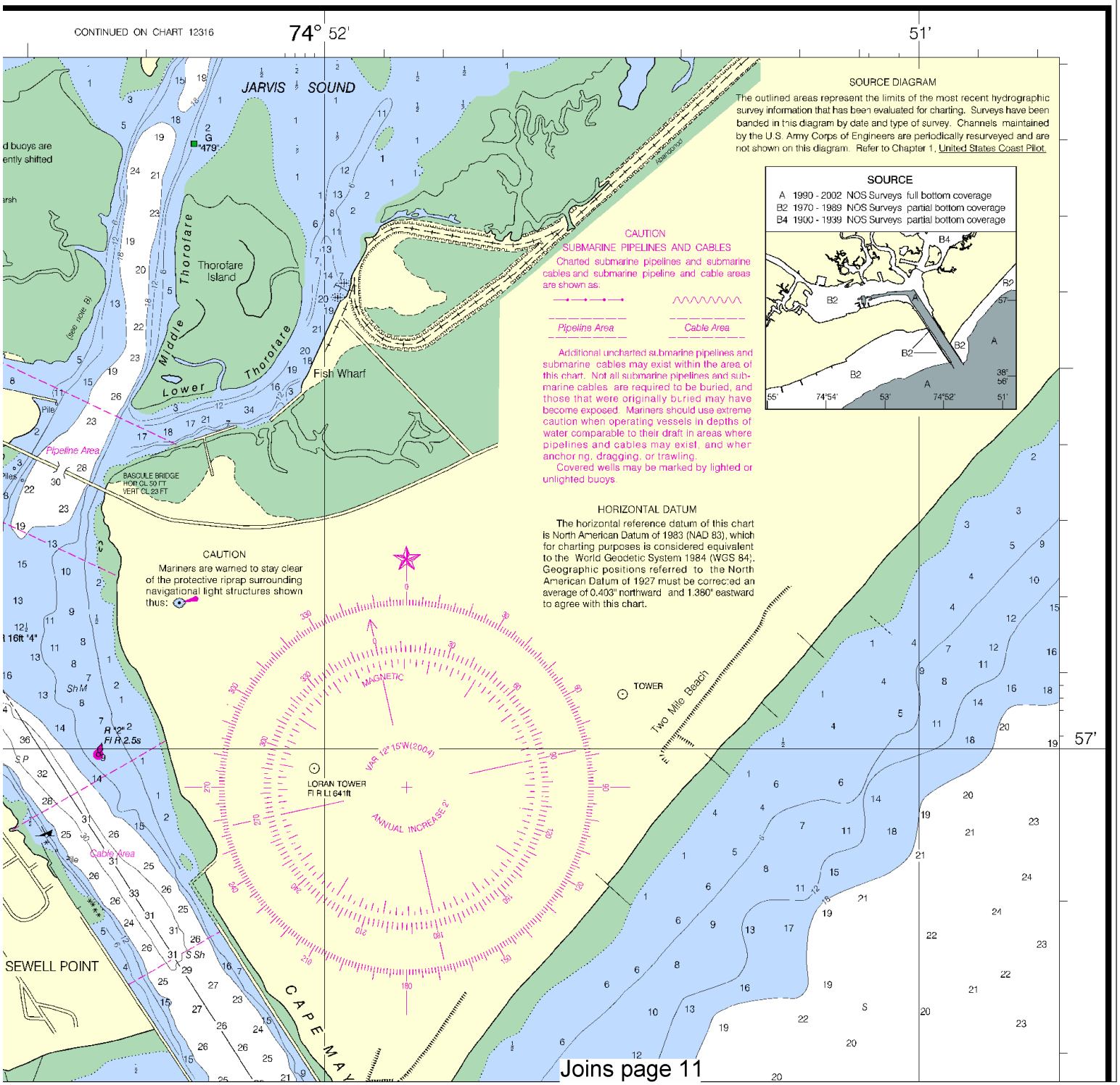
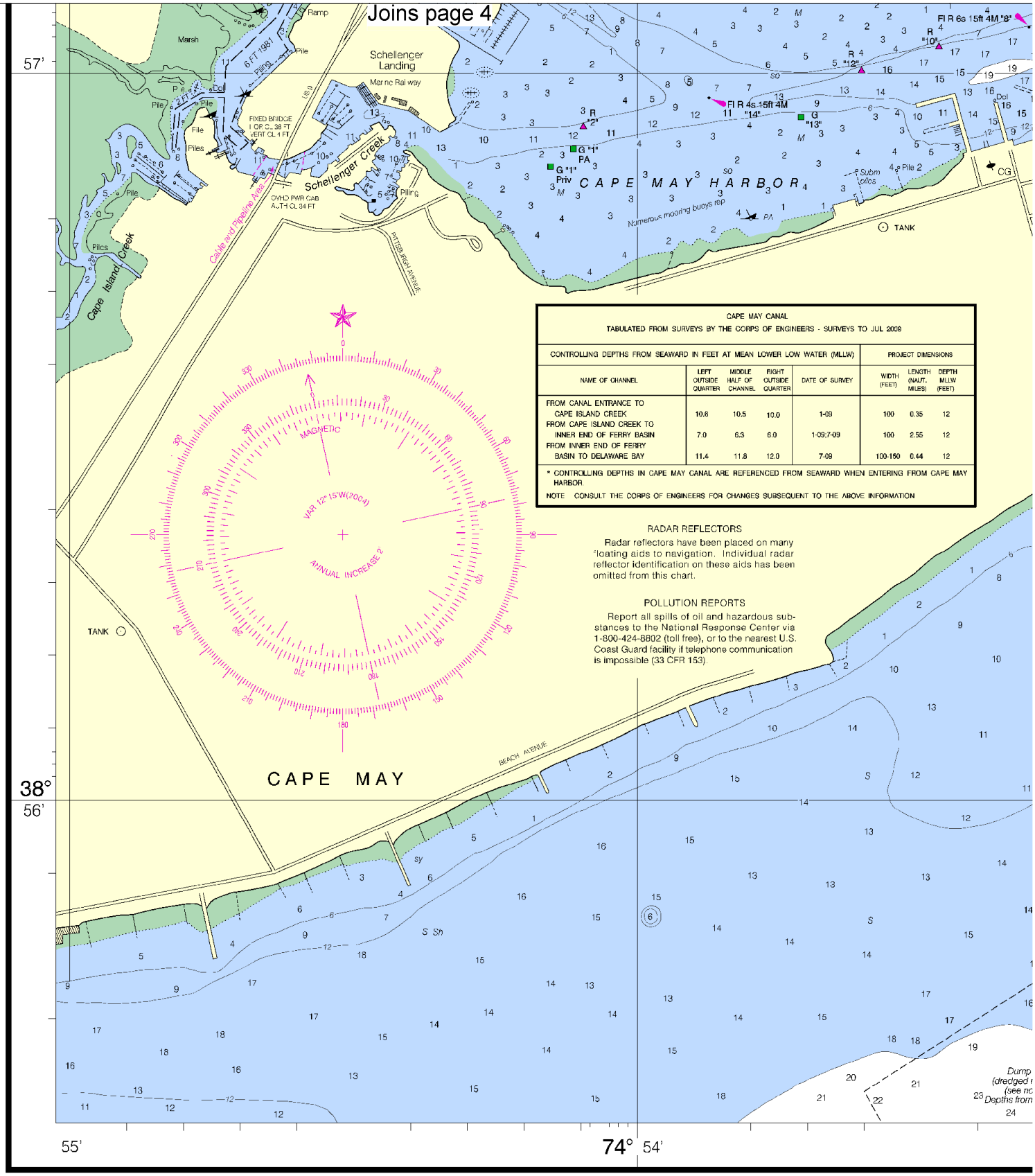
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .



CAPE MAY CANAL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
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FROM CAPE ISLAND CREEK TO INNER END OF FERRY BASIN	7.0	6.3	6.0	1-09;7-09	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	11.4	11.8	12.0	7-09	100-150	0.44	12

* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.

NOTE CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

32nd Ed., May / 04 ■ Corrected through NM May 8/04
Corrected through LNM Apr. 27/04

12317

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North

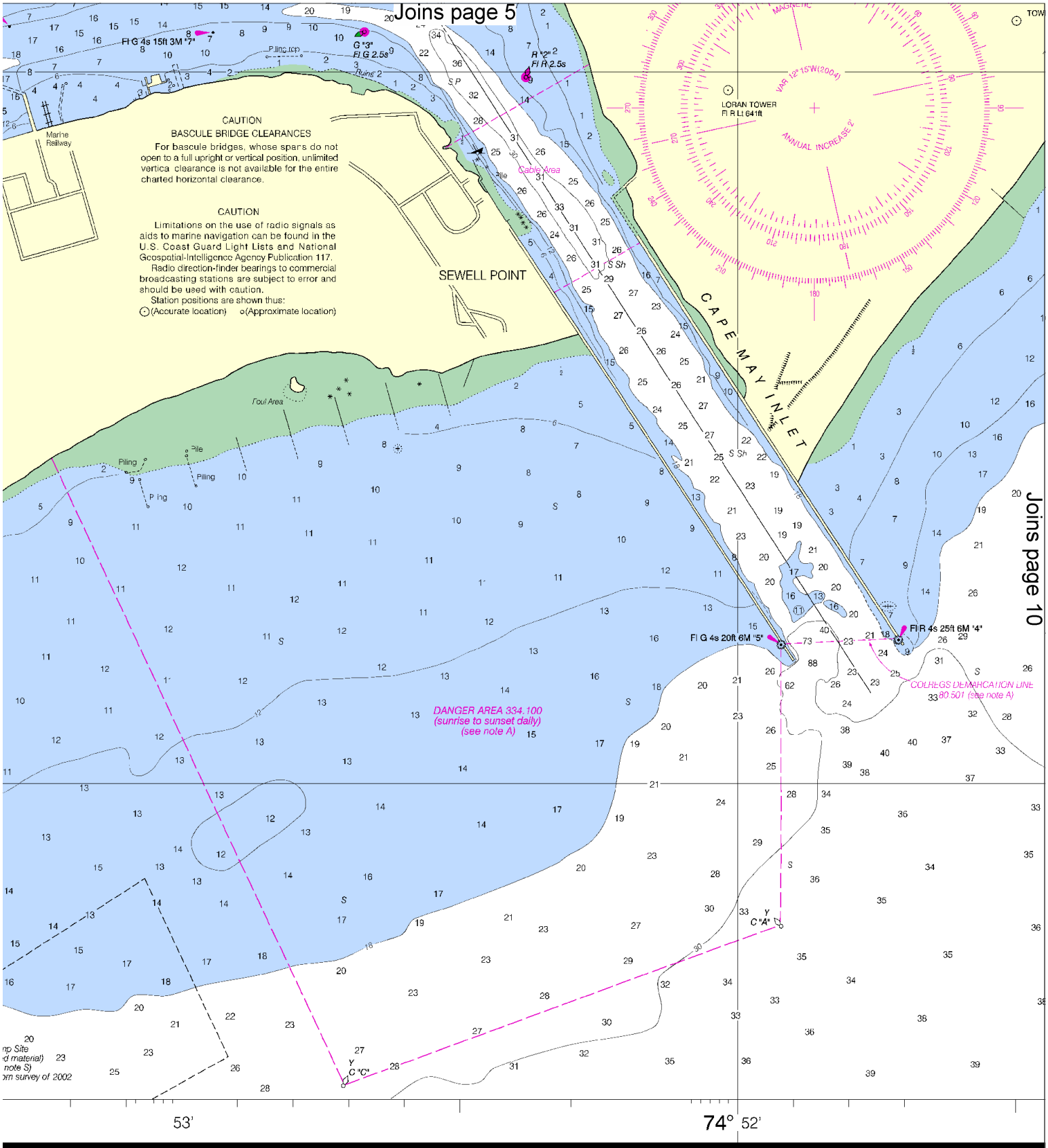
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 5
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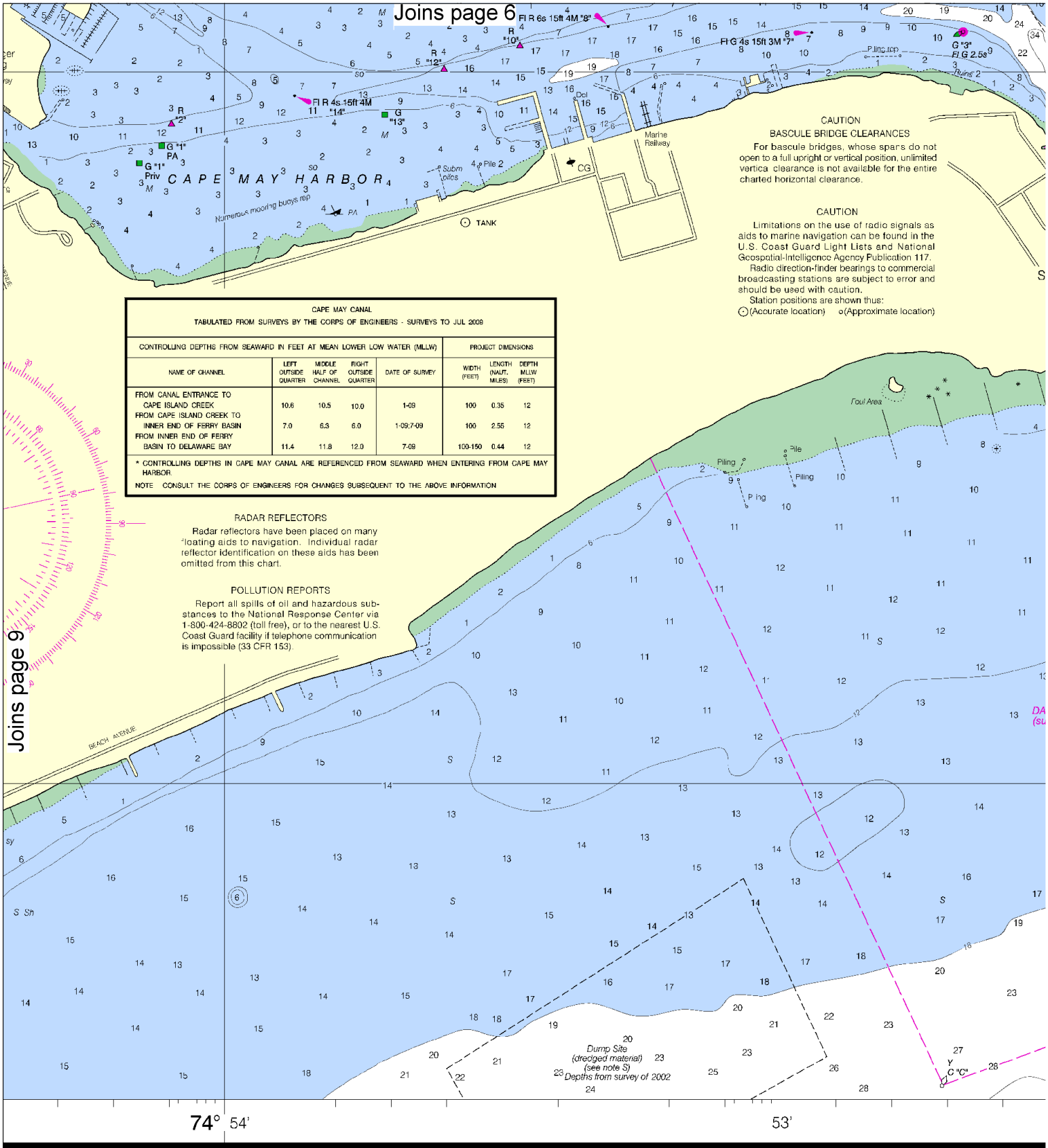
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
SEWELL POINT
CAPE MAY INLET
LORAN TOWER
Fl R Lt 641ft
VAR 12° 15'W(2004)
ANNUAL INCREASE 2'
Fl G 4s 15ft 3M "7"
G "3"
Fl G 2.5s
R "2"
Fl R 2.5s
Marine Railway
Piling
Ruins
Pile
Cable Area
Foul Area
Piling
Pile
Piling
Piling
S Sh
S Sh
Fl G 4s 20ft 6M "5"
Fl R 4s 25ft 6M "4"
COLREGS DEMARCATION LINE
80.501 (see note A)
DANGER AREA 334.100
(sunrise to sunset daily)
(see note A)
C "A"
C "C"
Joins page 10
53'
74° 52'
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
FATHOMS
FEET
METERS
Cape
SOUNDINGS IN



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FROM INNER END OF FERRY BASIN TO DELAWARE BAY	11.4	11.8	12.0	7-09	100-150	0.44	12

* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.

NOTE CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

orrected from the Notice to Mariners (NM) published eospatial-Intelligence Agency and the Local Notice to eriodically by each U.S. Coast Guard district to the left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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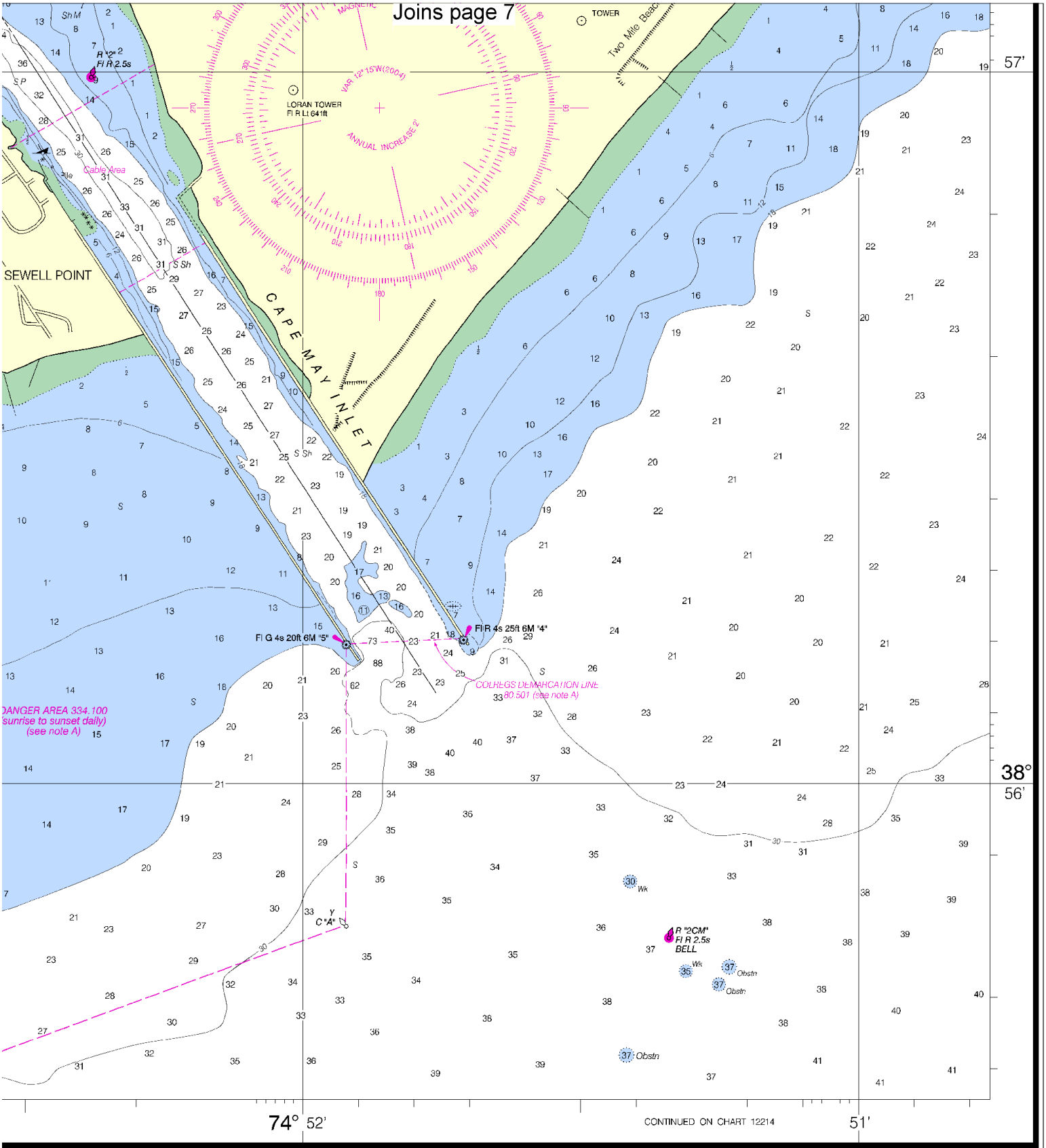
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Cape May Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

12317

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Atlantic City – 609-677-2222
Coast Guard Cape May – 609-884-1700
New Jersey State Marine Police – 856-785-1330/609-441-3586
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.